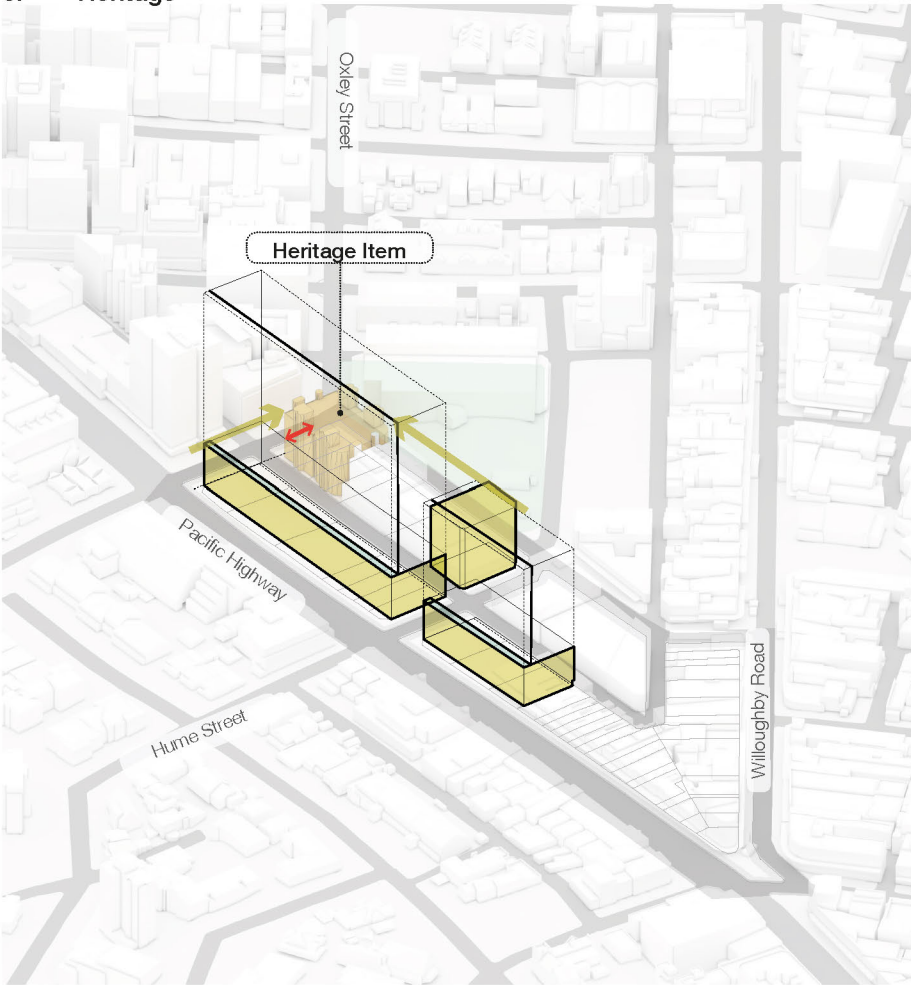


Framework Plan

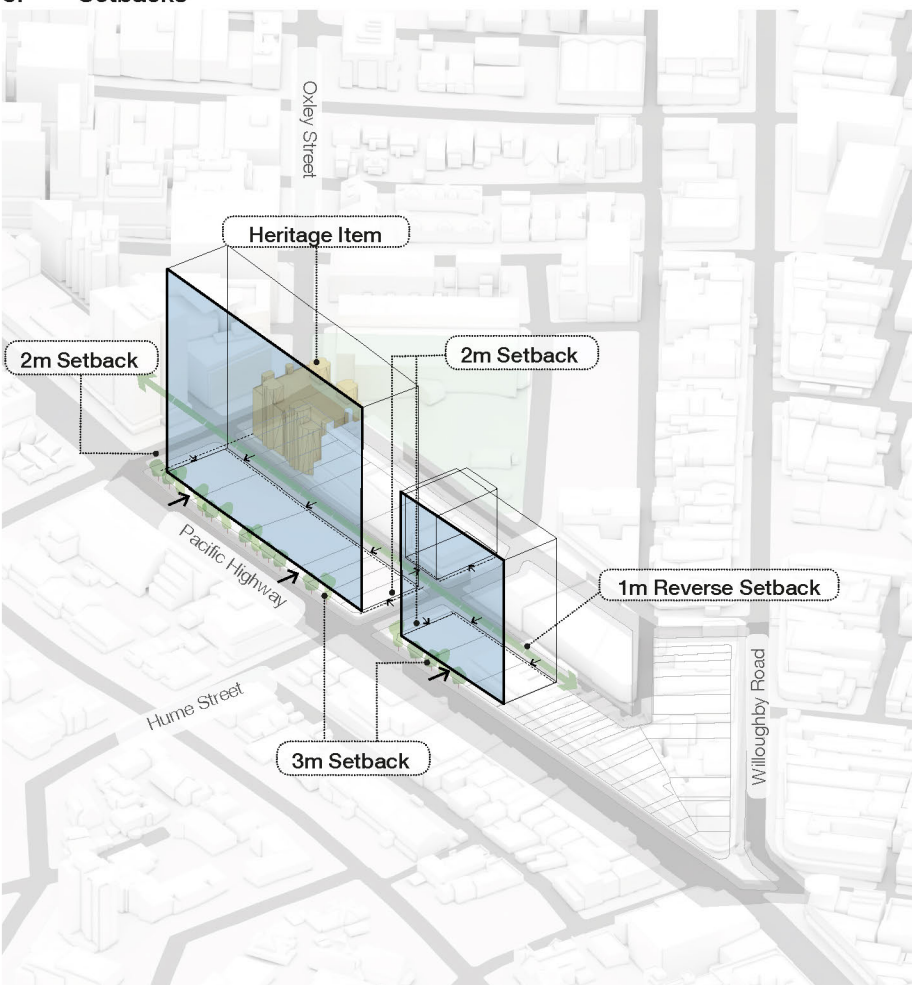
Podium

6. Heritage



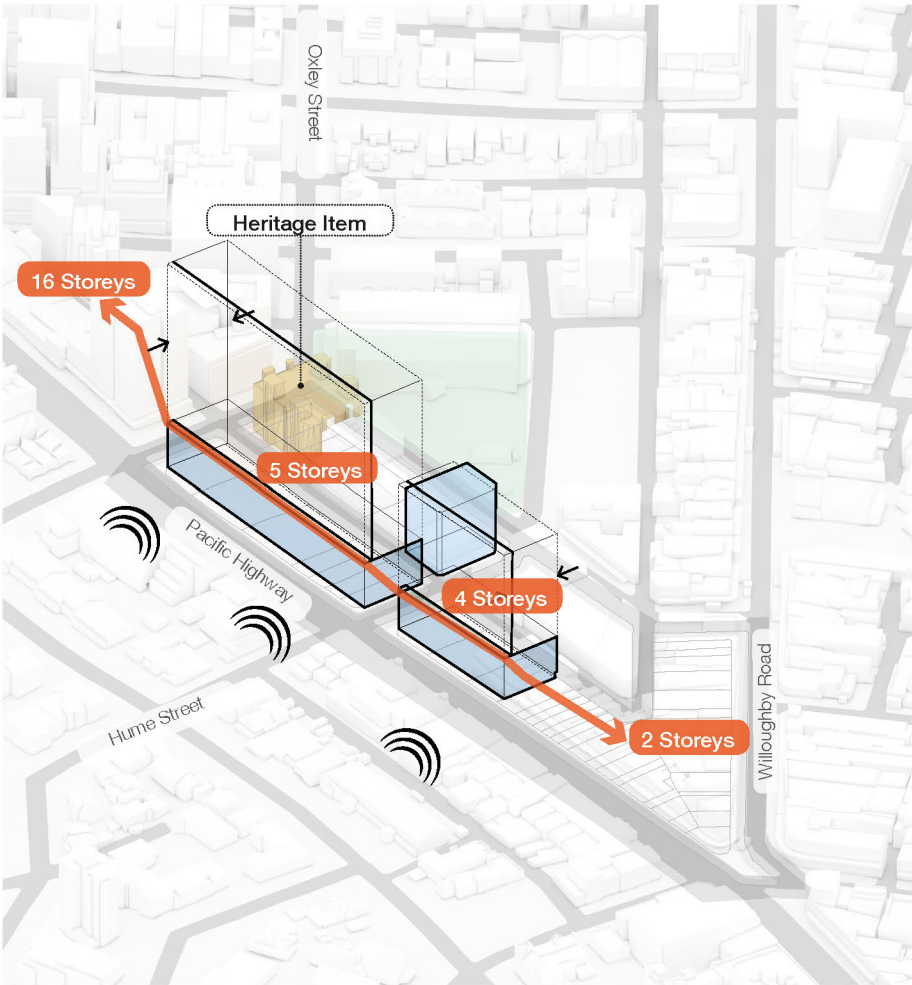
- Podium height should respond to scale of existing heritage item, located on the corner of Oxley and Clarke Street. Align top of podium with the top of the parapet of existing building and setback towers above.
- Minimise visual impact of development on heritage item, including views to and from building.
- Setback built form along Oxley Street to respond to heritage item.
- Ensure the heritage item retains its prominence within the local context by providing adequate separation between the building and development site across Clarke Lane.
- Potential for proposal to reference its proximity to the heritage building in innovative ways, through articulation and detailing of architecture.

5. Setbacks



- 3m setback to Pacific Highway which facilitates proposed avenue planting along its length.
- 1m reverse setbacks are indicated along each side of Clarke Lane to provide more public domain and facilitate connectivity between St Leonards Station and Crows Next Metro.
- Provide a 2m setback along Oxley Street to align with bulk of heritage building opposite and reveal protruding plinth and columns.
- Provide a 2m setback along Hume Street Interfaces to allow for footpath widening, to cater for anticipated increased pedestrian activity.

7. Streetwall

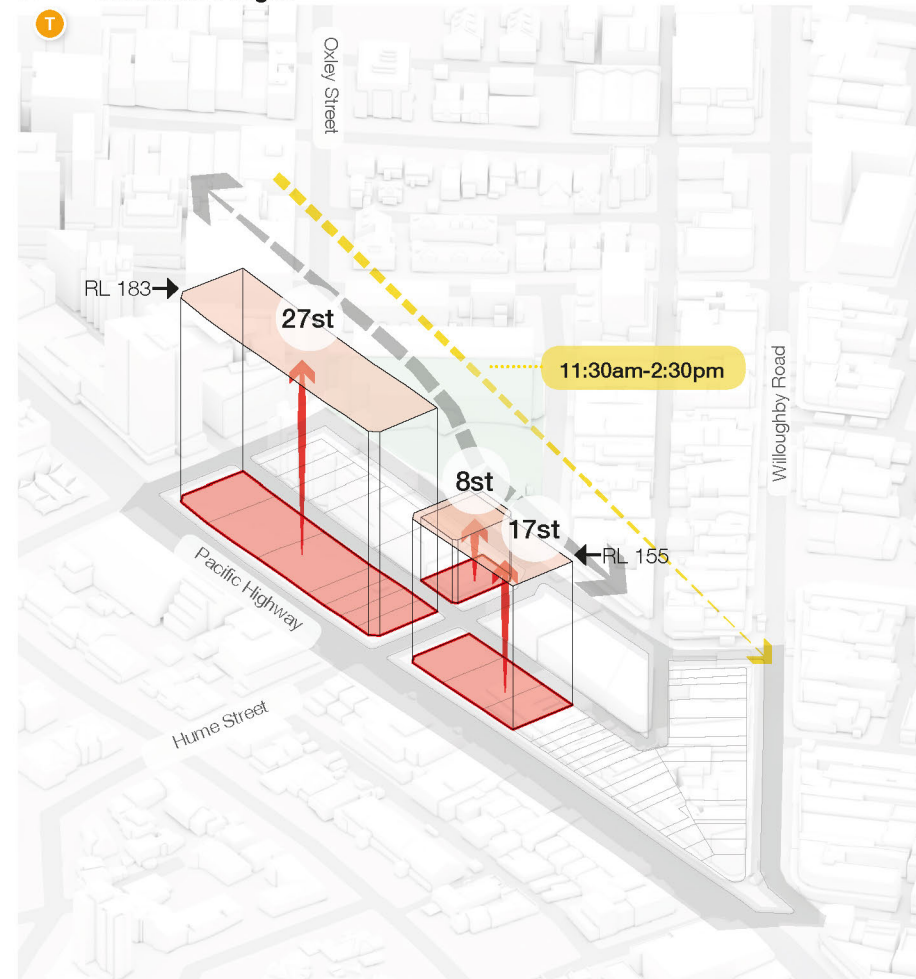


- Articulate the podium to define a predominant street wall and break down the bulk of the built form.
- Set back towers above to reduce wind impact on public domain and distance any residential uses from traffic noise from Pacific Highway.

Framework Plan

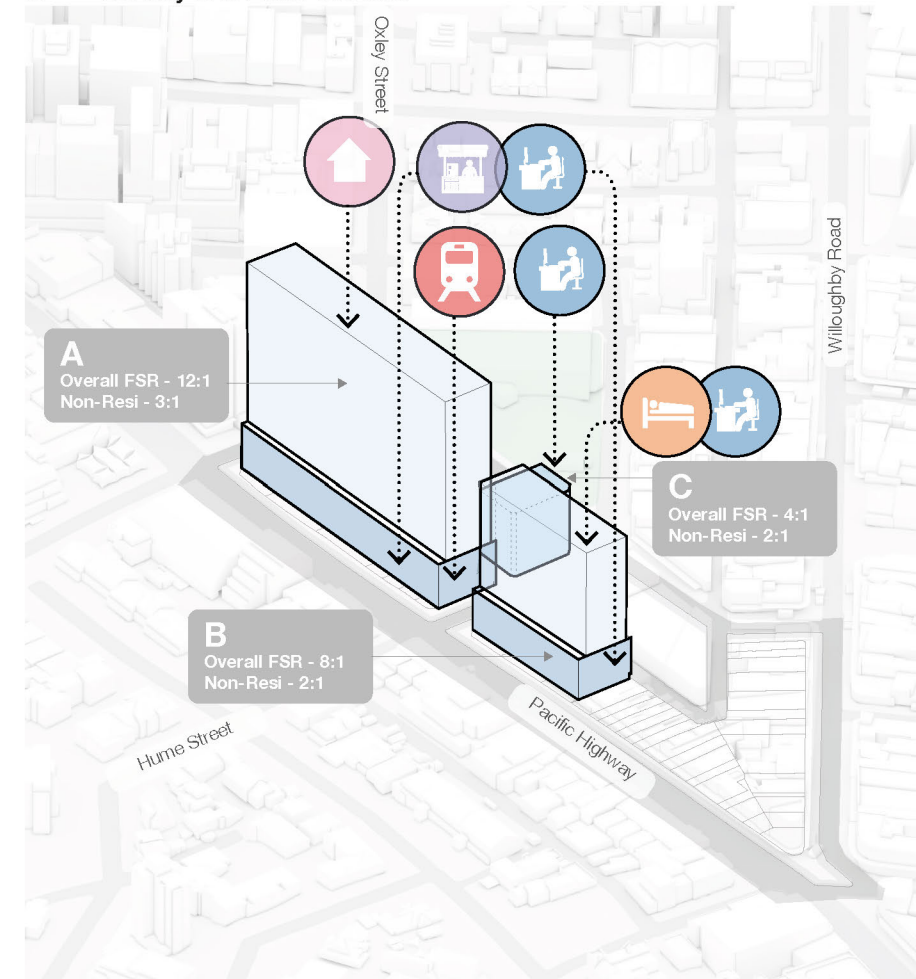
Overall Development

8. Maximum Height



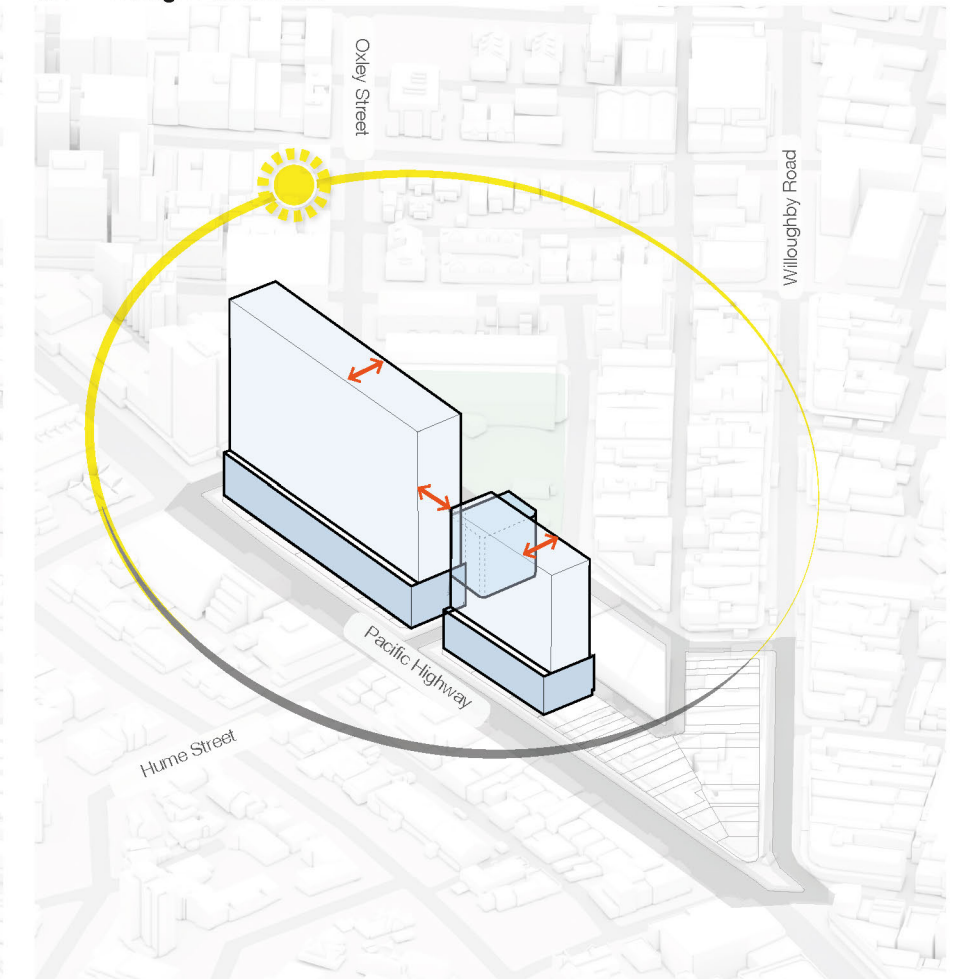
- Height is clustered around St Leonards Train Station and Crows Nest Sydney Metro. This height transitions down towards Willoughby Road and at the interface with Hume Street Park.
- Transition height to minimise overshadowing of Willoughby Road between 11:30am and 2:30pm.
- Minimise overshadowing to adjacent properties, especially those located on the western side of the Pacific Highway. Any proposed development should be sensitive to these impacts especially on residential uses in this area.
- Any proposed development should have consideration of the maximum height of 156m AHD, prescribed by the Obstacle Limitation Surfaces (OLS) and is restricted by the PANS-OPS 335m height control for the area.

9. Density and Land Use Mix



- Provide a balance of residential and on-residential uses, including ground floor retail, commercial podium and a combination of residential and commercial/hotel uses above.
- Each site has a total FSR and non-residential FSR to provide for employment and locate land uses resilient to noise and vibration adjacent to Pacific Highway.

10. Design Excellence



- Ensure future development demonstrates design excellence by employing best practice design principles. This is achieved by designing for good solar access, articulation of built form and a high quality finish.
- Break up the built form to reduce bulk and provide adequate separation, allowing for good solar access and ventilation.
- Consider the location of towers to maximise orientation to the north, in order to achieve a minimum of 70% solar access to all façades between 9am and 3pm at midwinter, as required in the NSW Apartment Design Guide (Section 4A, p. 79).

Framework Plan

4.5 Proposed Massing and Feasibility

The images opposite present a potential massing envelope, which has been generated by applying the key design moves and constraints for the site.

Height

The recommended podium and overall heights have been driven primarily by the need to retain solar access to Willoughby Road between 11:30am-2:30pm and to create a transition in height to the character and scale of built form within the existing context.

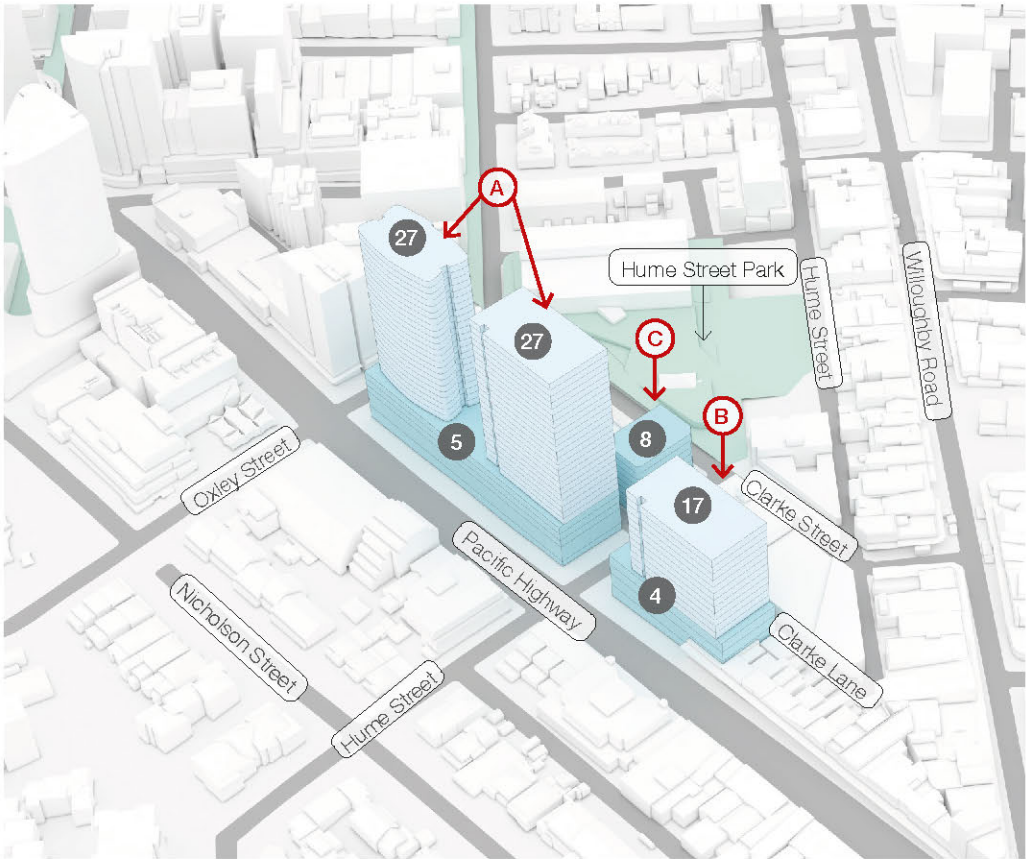
The following are approximate building heights across the site (excluding any rooftop installations- plantrooms/ lift overruns etc):

- Site A: 5 storey podium / 27 storeys overall
- Site B: 5 storey podium / 17 storeys overall
- Site C: 8 storeys overall

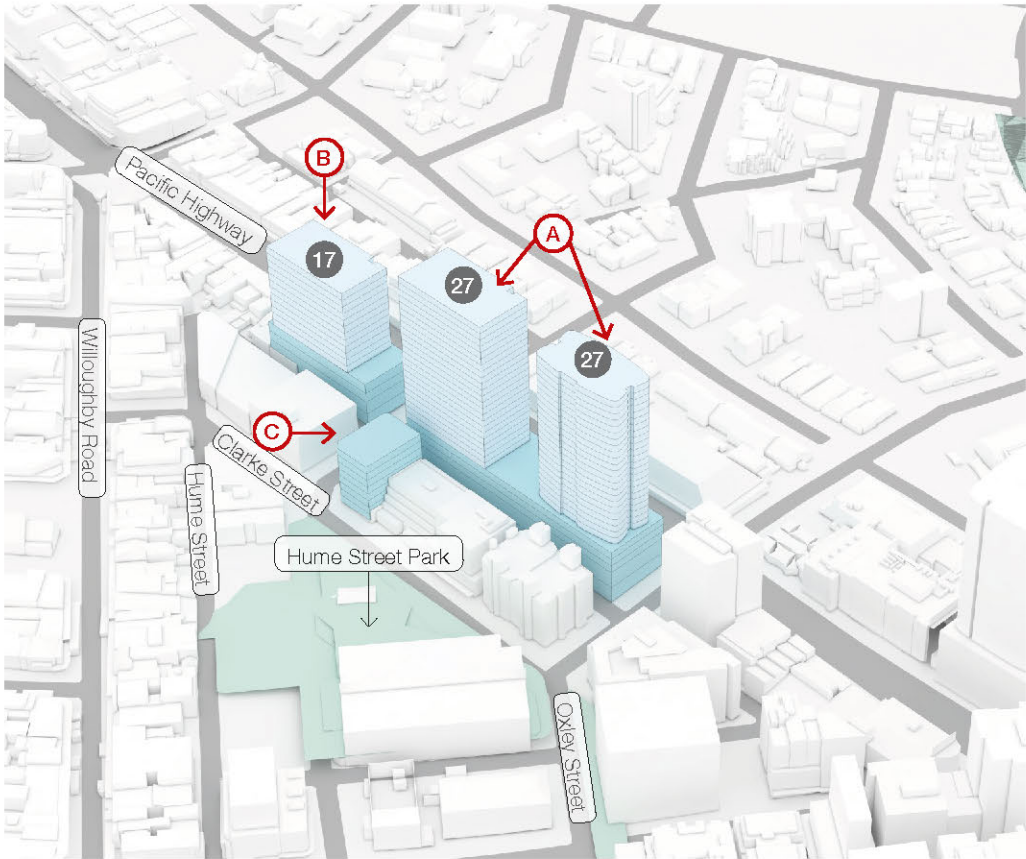
Floor Space Ratio

The resulting FSR for the Integrated Station Development (ie. combined station & OSD) is approximately 12:1, with a non-residential FSR of 3:1.

A non-residential FSR is prescribed to enable approximately 900 new jobs to be provided within the development. This will ensure that the development responds to the aspirations of the Greater Sydney Commission for significant employment growth within the St Leonards and Grows Nest Precinct.



Proposed Massing - View 1



Proposed Massing - View2

Jobs and Housing Targets - Greater Sydney Commission & Sydney Metro

Legend	
	Development Blocks
	Storey height
	Open Space
	Proposed Massing - Podium
	Proposed Massing - Above Podium

St Leonards and Crows Nest Precinct

Up to 16,500 new Jobs by 2036

North District Plan High Jobs Target
Greater Sydney Commission

Crows Nest Sydney Metro Sites (Crows Nest Integrated Station Development Brochure - Sydney Metro; July 2018)

Approx. 900 Jobs

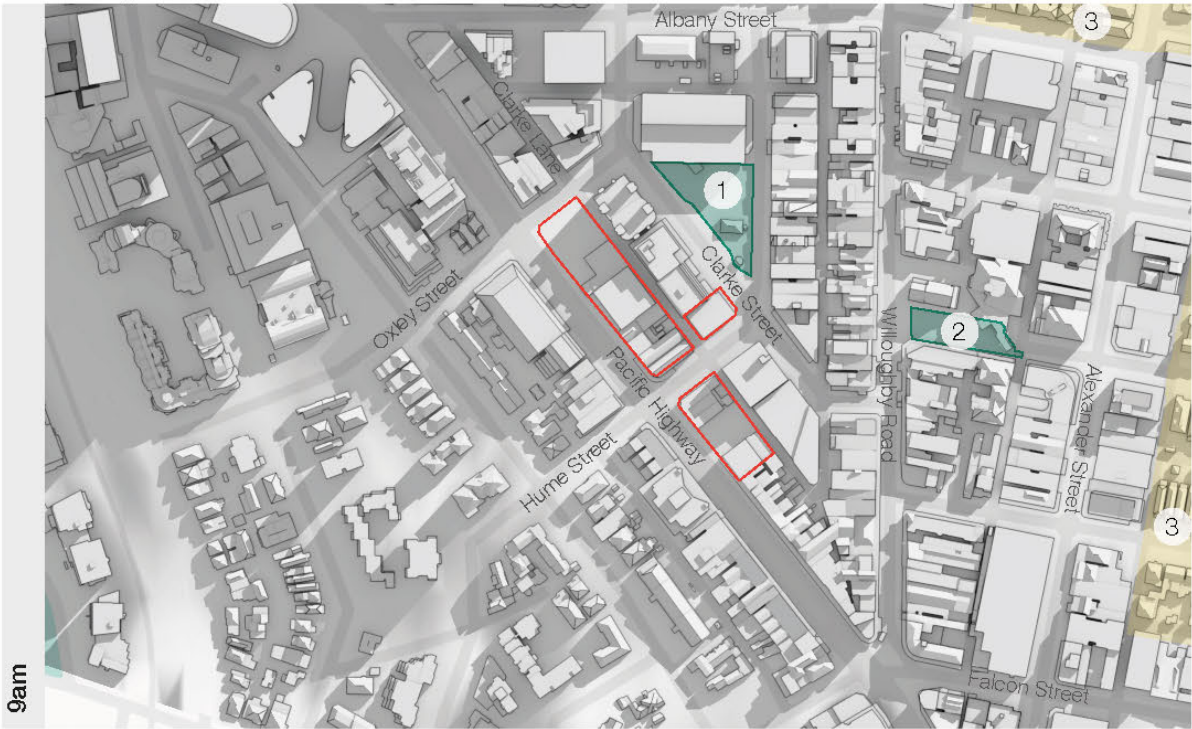
Accommodated within commercial floorspace
- Sydney Metro (July 2018)

Up to 350 new homes

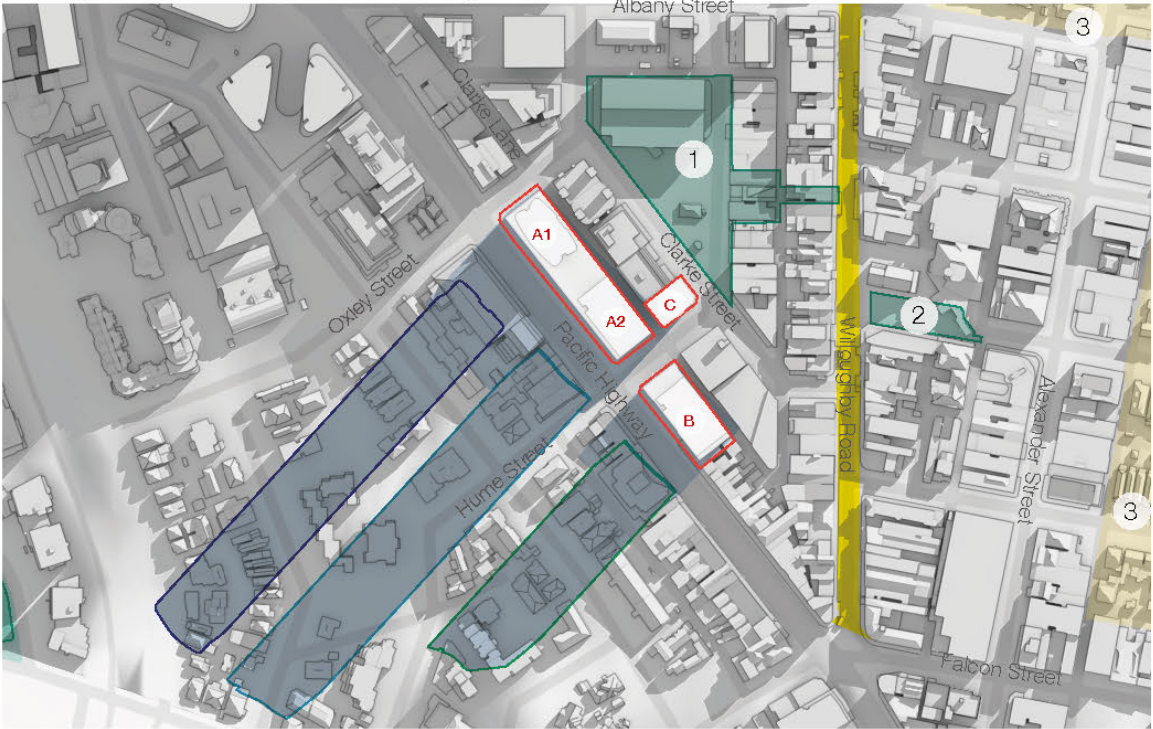
Provided above the metro station
- Sydney Metro (July 2018)

5.1 Shadow Analysis - 21 June

Existing Context



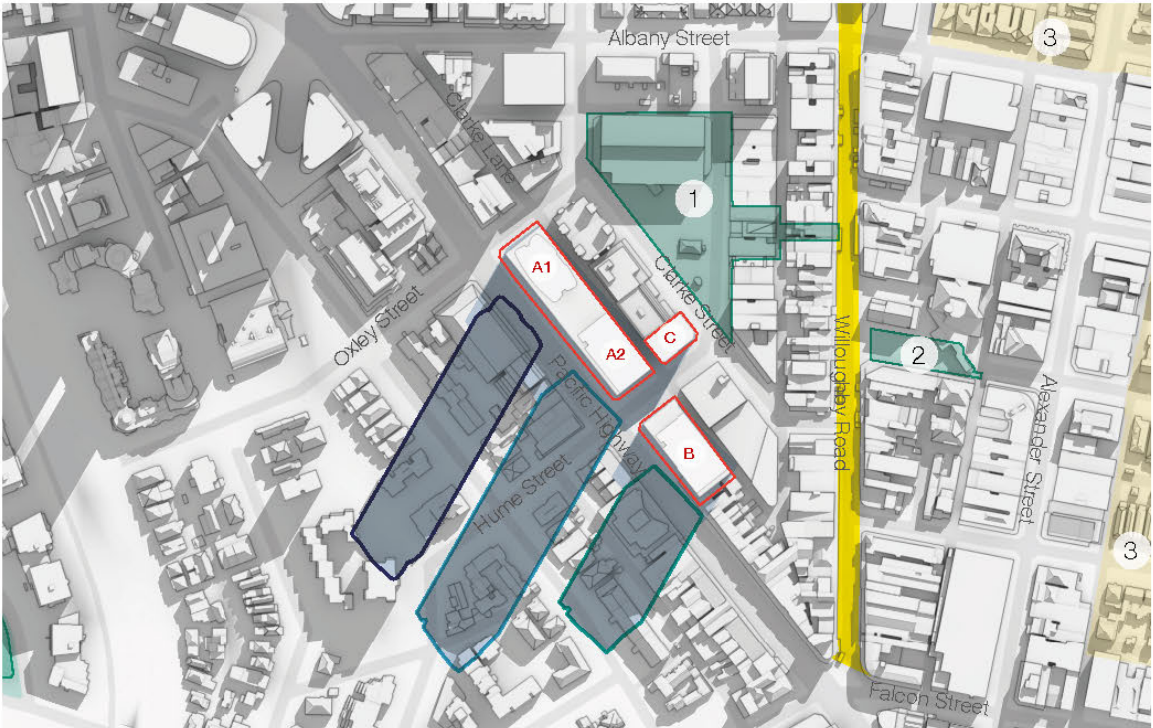
Existing Context with Amended Planning Controls



Retain Solar Amenity to:

1 Hume Street Park	10am-3pm
2 Ernest Place	10am-3pm
3 Conservation Area	9am-3pm
4 Willoughby Road	11:30am-2:30pm

- Comments**
- Some additional overshadowing of Wollstonecraft residential occurs between 9am and 10am.
 - No additional overshadowing to Conservation Areas occurs at these times.

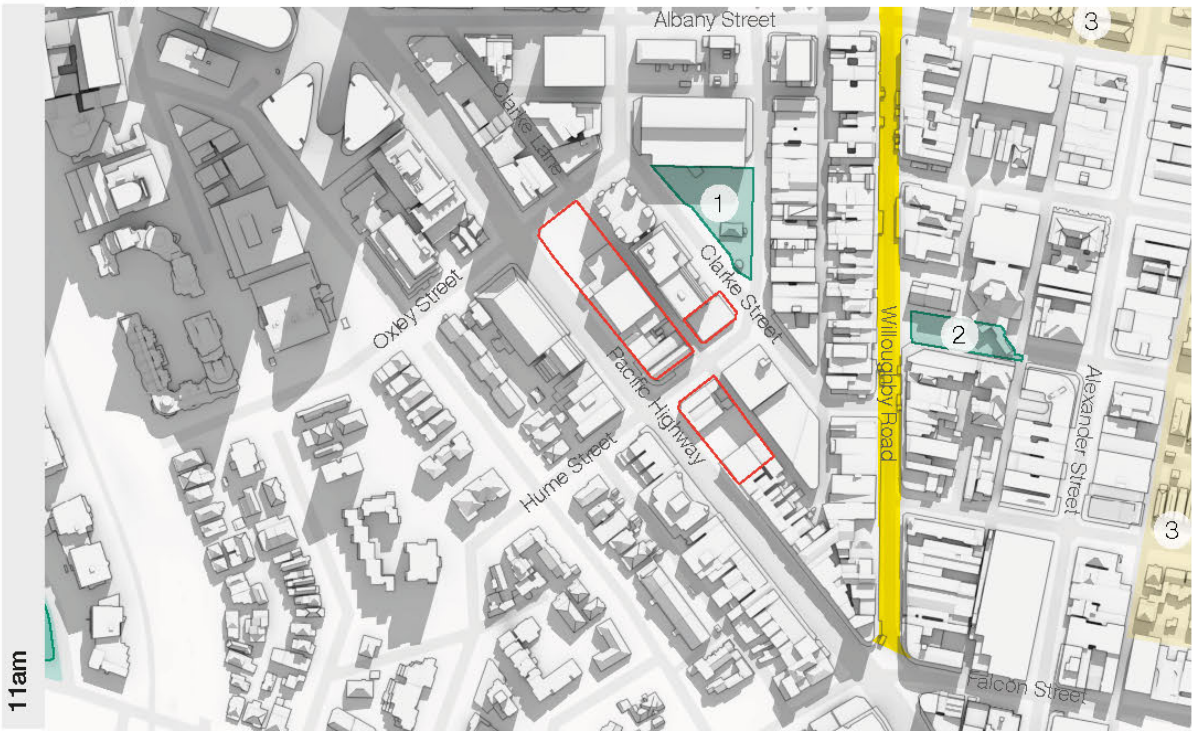


Legend

Subject Site Boundary
Open Space
Conservation Area
Shadow Cast - Overall Massing
Shadow Cast - Tower A1
Shadow Cast - Tower A2
Shadow Cast - Tower B

Design Testing

Existing Context



Existing Context with Amended Planning Controls

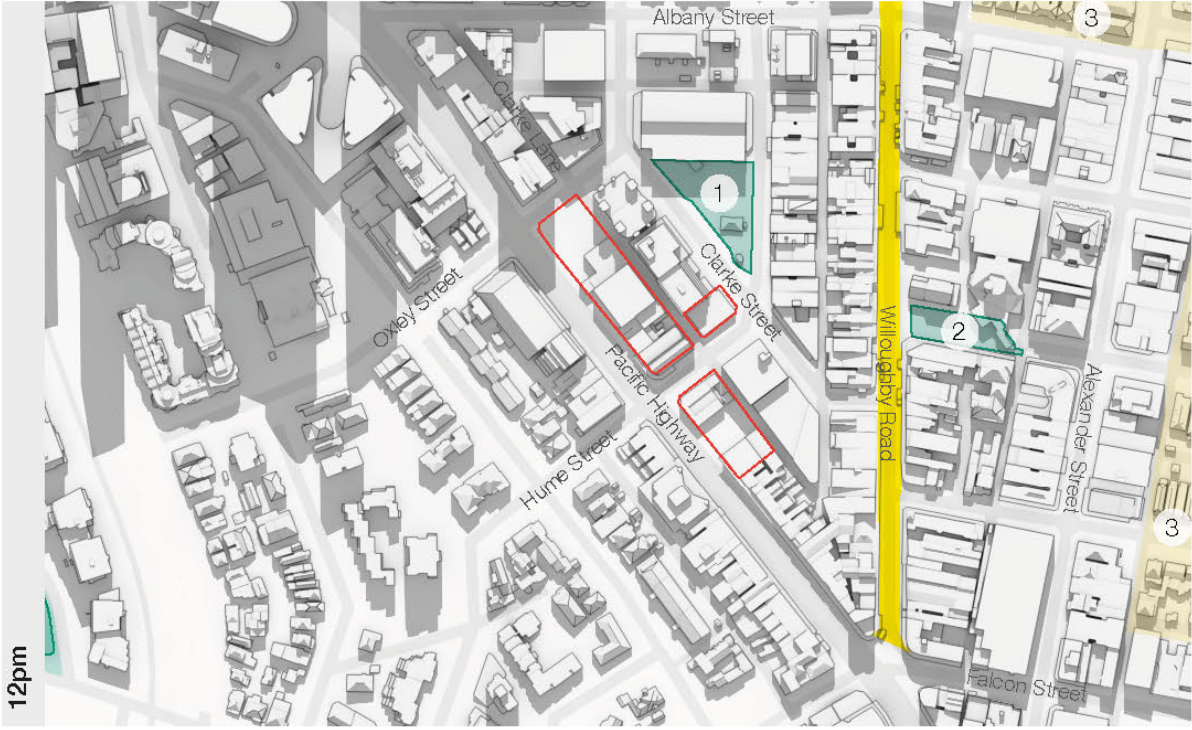


Retain Solar Amenity to:

1 Hume Street Park	10am-3pm
2 Ernest Place	10am-3pm
3 Conservation Area	9am-3pm
4 Willoughby Road	11:30am-2:30pm

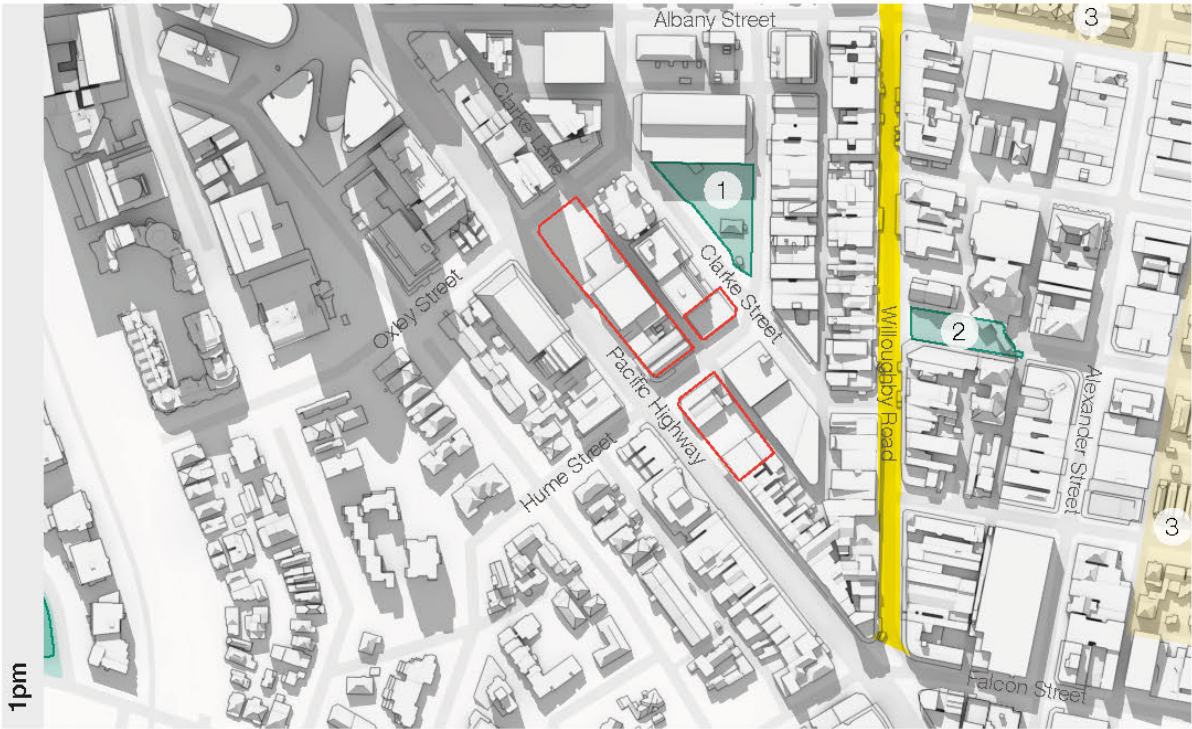
Comments

- Retail/commercial sites to the south along the Pacific Highway and some rear residential lots are primarily impacted from additional overshadowing at 11am -12pm.
- No additional overshadowing to Conservation Areas or Willoughby Road occurs at these times.



Legend	
	Subject Site Boundary
	Open Space
	Conservation Area
	Shadow Cast - Overall Massing
	Shadow Cast - Tower A1
	Shadow Cast - Tower A2
	Shadow Cast - Tower B

Existing Context



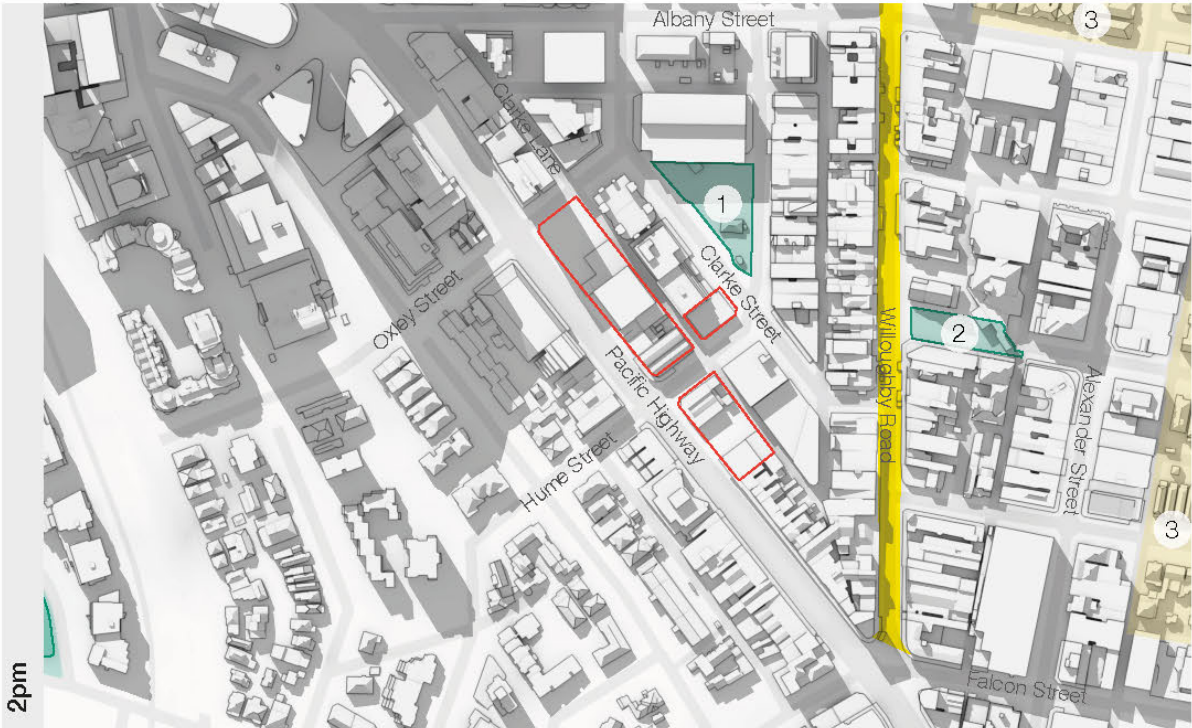
Existing Context with Amended Planning Controls



Retain Solar Amenity to:

1 Hume Street Park	10am-3pm
2 Ernest Place	10am-3pm
3 Conservation Area	9am-3pm
4 Willoughby Road	11:30am-2:30pm

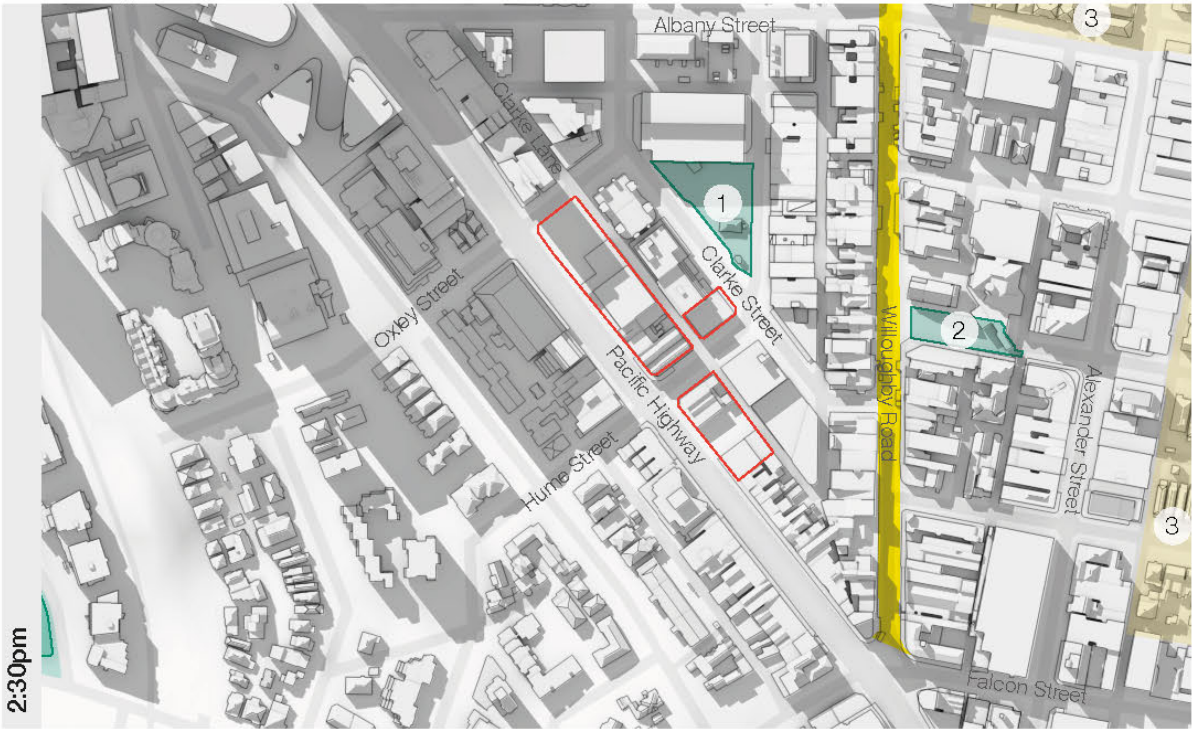
- Comments**
- Retail/commercial sites to the south along the Pacific Highway primarily impacted from additional overshadowing at 1pm.
 - Fine grain retail along Pacific Highway on the same block as development site B are primarily affected at 2pm.
 - No additional overshadowing to Conservation Areas or Willoughby Road occurs at these times.



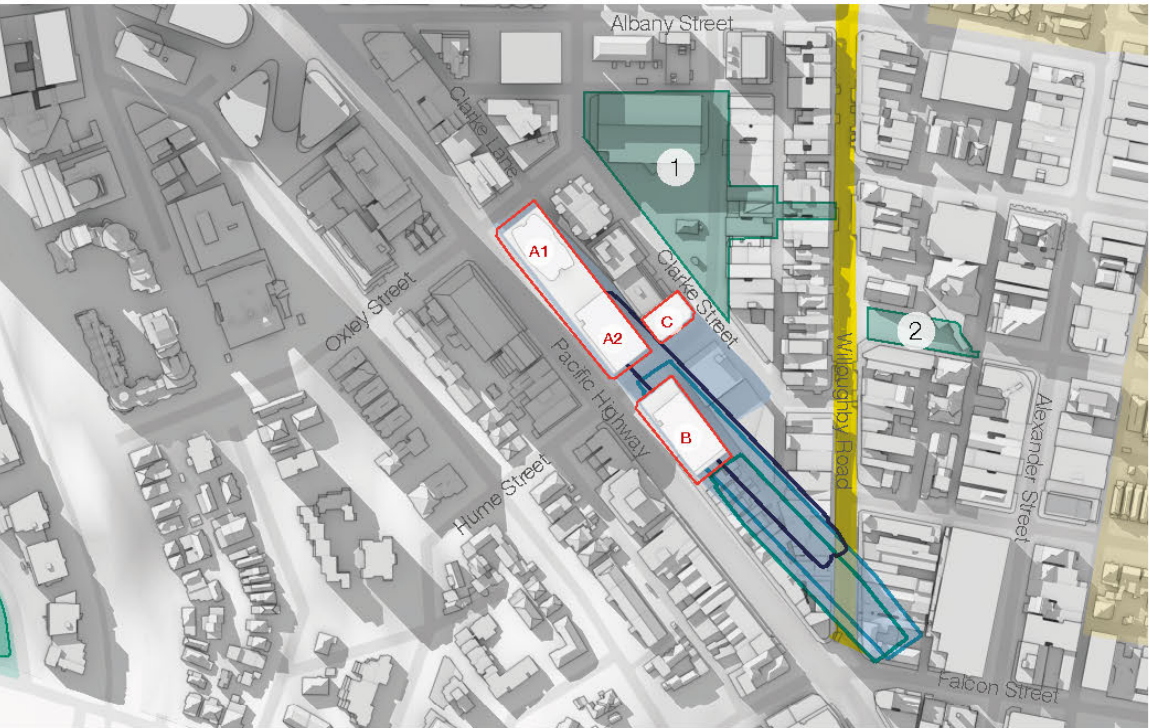
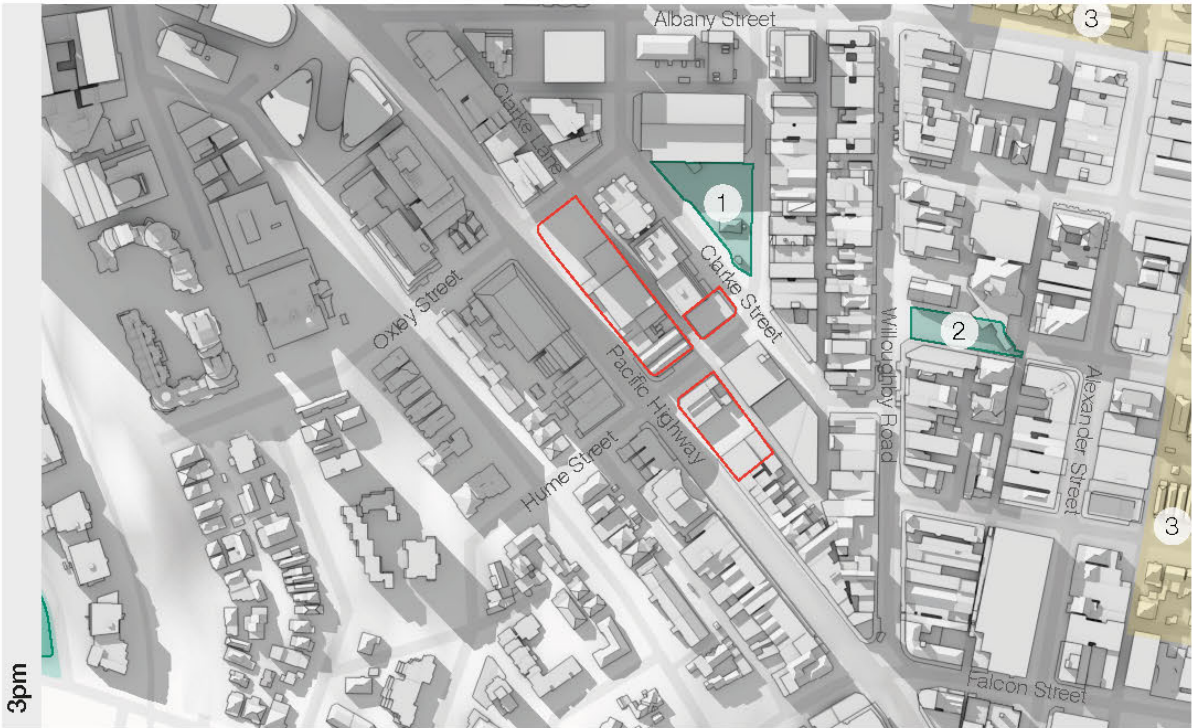
Legend

—	Subject Site Boundary
■	Open Space
■	Conservation Area
■	Shadow Cast - Overall Massing
■	Shadow Cast - Tower A1
■	Shadow Cast - Tower A2
■	Shadow Cast - Tower B

Existing Context



Existing Context with Amended Planning Controls



Retain Solar Amenity to:

1 Hume Street Park	10am-3pm
2 Ernest Place	10am-3pm
3 Conservation Area	9am-3pm
4 Willoughby Road	11:30am-2:30pm

- Comments**
- Fine grain retail along Pacific Highway and Willoughby Road to the south-east of the site are primarily affected at 3pm.
 - Some overshadowing of Willoughby Road occurs at 2:30pm (caused by Towers A2 and B) however, this is not additional to the shadow already cast by buildings within the existing context at this time.
 - Some additional overshadowing of Willoughby Road occurs at 3pm, however this is outside the 11:30am-2:30pm restricted period.

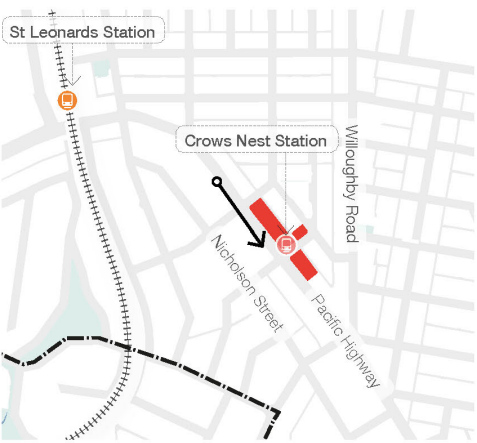
Legend

	Subject Site Boundary
	Open Space
	Conservation Area
	Shadow Cast - Overall Massing
	Shadow Cast - Tower A1
	Shadow Cast - Tower A2
	Shadow Cast - Tower B

Design Testing

5.2 View Impact Assessment

Pacific Highway Looking South



Comments

- The view along the Pacific Highway from this location is already dominated by the existing 16 storey building adjacent to the site.
- This view reveals how the proposed envelope steps down the sloping topography from this high point.

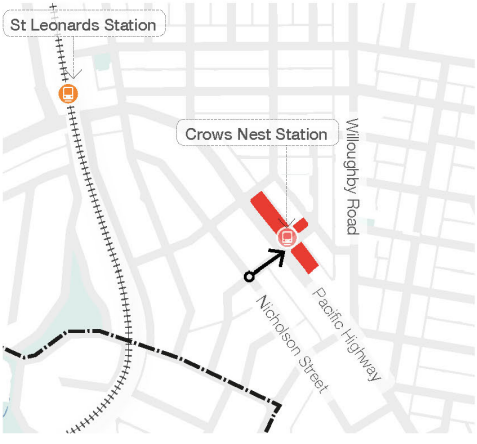
Existing Context



Existing Context with Amended Planning Controls



From Nicholson Street at Hume Street Intersection



Comments

- The view of the proposed envelope is quite prevalent from this location, serving as a visual marker from the residential street to the metro station and other services along the Pacific Highway.

